

2024 Monitoring Addendum

North Claymont and Governor Printz Boulevard Area

June 2024



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This document was prepared for WILMAPCO by:



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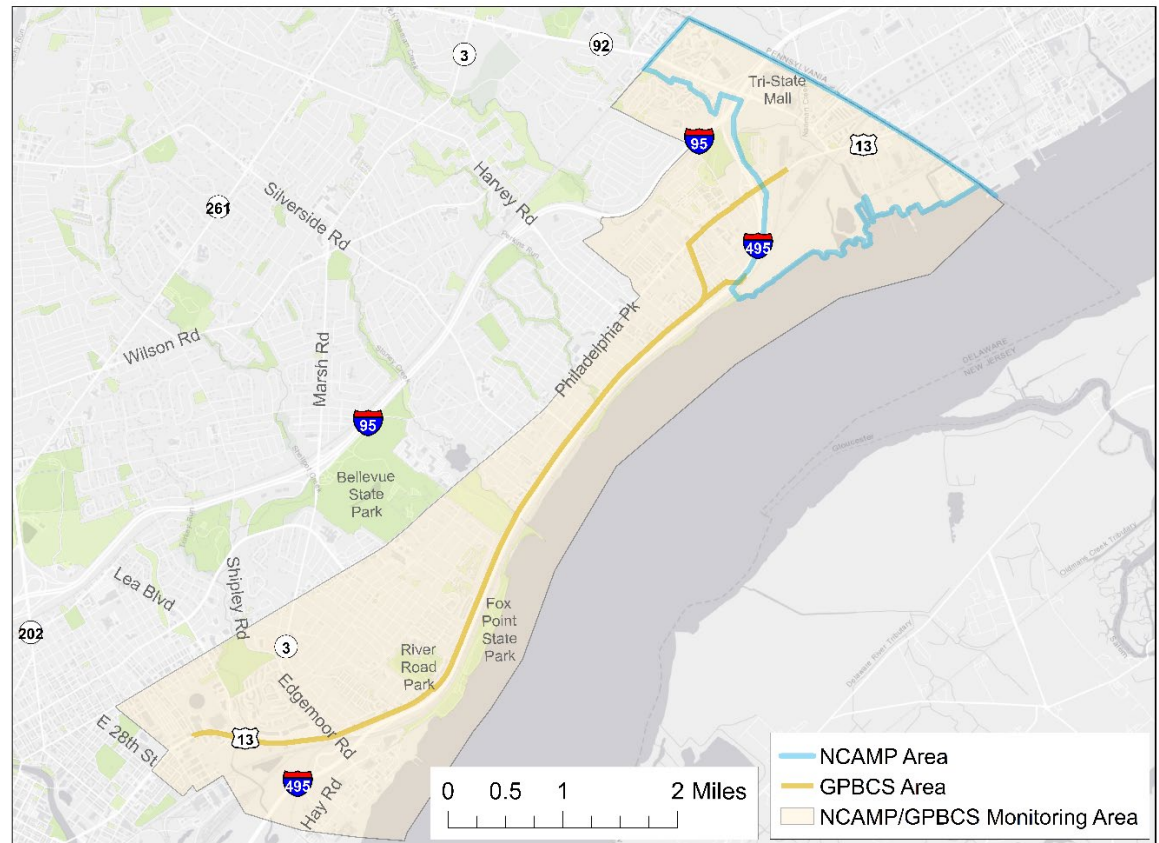
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Executive Summary

This document is an addendum to the *FY 2023 Monitoring Report: North Claymont and Governor Printz Boulevard Area*. It provides updated data for each metric scheduled to be updated during the 2024 monitoring period (May 2023–April 2024). Notable changes in monitored metrics this period are as follows:

- Transportation Improvements:
 - Claymont Regional Transportation Center (CRTC) opened on December 4, 2023.
 - Project constructed a portion of the East Coast Greenway alignment.
 - Governor Printz Boulevard Road Diet added to [DelDOT's FY25–30 Capital Transportation Program](#).
- Land Use:
 - A minor land development application was submitted on 9/29/2023 to redevelop Claymont Steak Shop site into a mixed use retail/restaurant/apartment building.
 - [Determination](#) that Edgemoor Port Facility (former minor land development application) is not subject to County land use review.
 - [Construction of warehouse on First State Crossing Parcel 3A](#).



NCAMP/GPBCS Monitoring Area and Study Areas

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- Construction began at the Tri-State Mall site and First State Crossing Parcel 1.
- Riverfront park:
 - Claymont Community Coalition and partners received a \$2.5M in funding in 2023 to help develop the park.
 - Stakeholder conversations are ongoing to identify additional funding and move the project forward.
- Edgemoor Port Facility:
 - Land development application determined not to be subject to County land use review.
 - Received a \$50M grant from the US Department of Transportation in November 2023.
 - Received \$195 million from the state in May 2024.
- Crashes/Safety
 - Crash rates in the NCAMP area and on the GPBCS corridors in August 2022–July 2023 were similar to crash rates in August 2021–July 2022. There were zero fatalities, 2 pedestrian-involved crashes, and 1 bicycle-involved crash (compared to one fatality, 4 pedestrian-involved crashes, and 3 bicycle-involved crashes in August 2021–July 2022).
- Pedestrian/Bicycle Connectivity
 - Monitoring metrics are updated every 3 years. Therefore, they were not updated during the 2024 monitoring period.
- Transit
 - In May 2023, DART First State Routes 13 and 31 were combined into a new Route 13.
 - In October 2023:
 - The bus stops on Myrtle Avenue and at the former Claymont Train Station, which were served by Route 61, were eliminated.
 - Route 13 underwent schedule changes.
 - On December 4, 2023:

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- The Claymont Regional Transportation Center (CRTC) opened.
- Routes 13 and 61 began to stop at the CRTC. This change was announced in October but did not go into effect until the CRTC opened.
- SEPTA Route 113 began stopping at the CRTC. Its stop at Naamans Road and Society Drive was eliminated.
- Traffic
 - 2023 AM/PM peak hour Levels of Service (LOS) for monitored intersections are largely consistent with those in 2021.
- Demographics
 - Monitoring metrics are updated every 5 years. Therefore, they were not updated during the 2024 monitoring period.

Introduction

This document is an addendum to the *FY 2023 Monitoring Report: North Claymont and Governor Printz Boulevard Area*. It provides updated data for each metric scheduled to be updated during the 2024 monitoring period (May 2023–April 2024).

The online interactive map (www.tinyurl.com/NCAMPGPBCSmap) that accompanies the monitoring report has also been updated with data available during the 2024 monitoring period.

Updates to Metrics

The inaugural monitoring report's tables and lists of metric data are reproduced and updated in this addendum. Revisions and updates to the metric tables/lists are indicated as follows:

- **Red text:** Revised text
- **Green text:** New data or text
- *Italicized hyperlinks:* New or revised hyperlinks

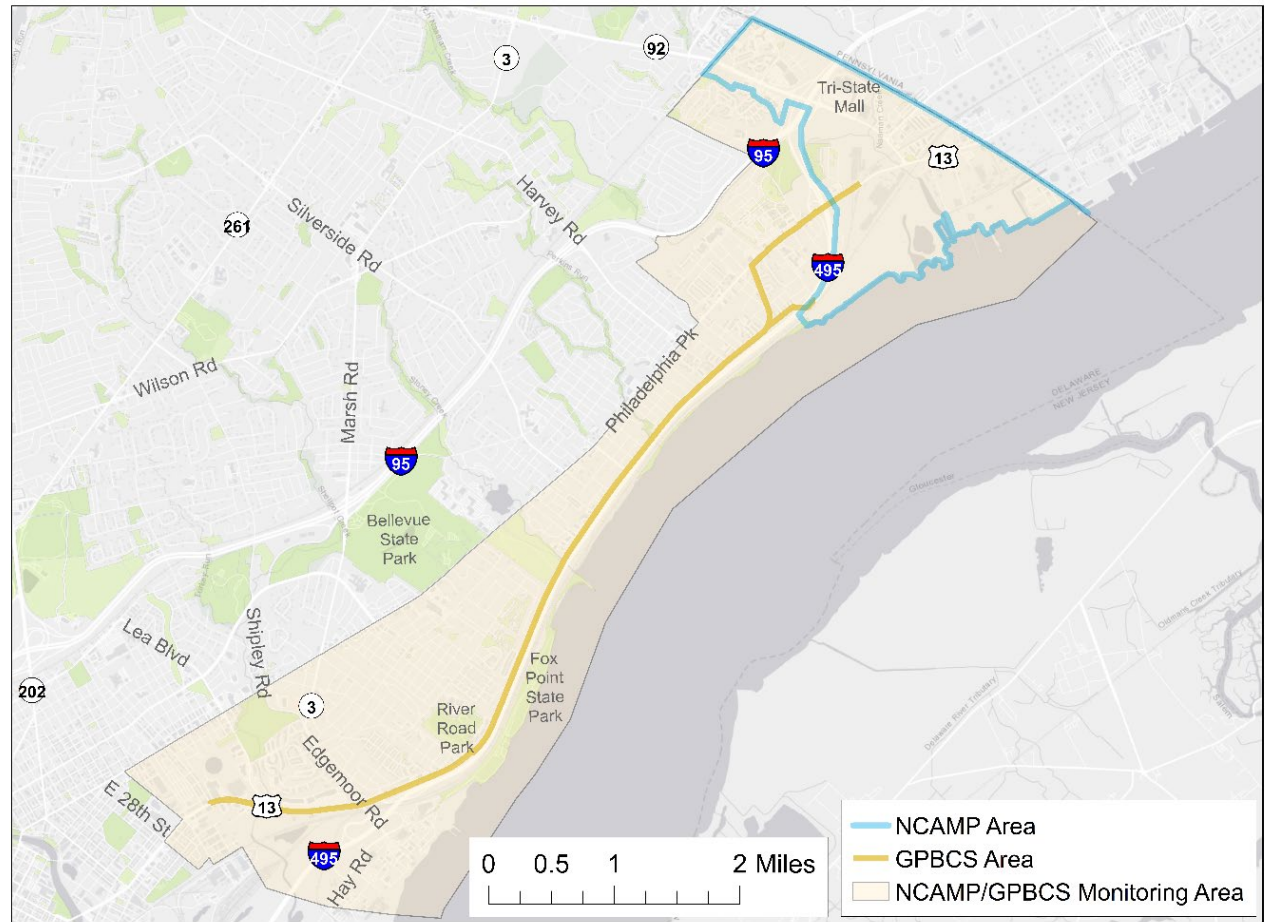





Figure 1. NCAMP/GPBCS Monitoring Area and Study Areas

Transportation Improvements

HOW TO MONITOR		
 Metric	 Frequency	 Sources
Transportation improvements status (proposed, under construction, or completed during the monitoring period)	Annual	<ul style="list-style-type: none"> • DelDOT Capital Transportation Program (CTP) / WILMAPCO Transportation Improvement Program (TIP) • WILMAPCO Regional Transportation Plan (RTP) • DelDOT Projects Portal • DNREC DE State Parks Capital Plan (for bicycle/pedestrian access improvements to Fox Point State Park)

2024 Data Updates

Table 1 presents the status and other information for the 24 transportation recommendations from NCAMP. Note that some of the recommendations apply to the entire plan area. These recommendations are given the key map ID “NC-AW” (for North Claymont-Areawide). Table 2 presents the status and other information for the major components of the GPBCS Locally Preferred Alternative. Table 3 presents other CTP projects that were not recommended in NCAMP or GPBCS but are in the monitoring area or might affect it.

Table 1. Status of NCAMP transportation recommendations¹

Key map ID	Recommendation	Status	RTP in-service year	Responsible party	Notes
NC01	When necessary, install a Diverging Diamond Interchange (DDI) at I-95 and Naamans Road with dedicated space for walking and bicycling	RTP aspiration	Aspiration	DelDOT (if recommended by a study)	Listed in 2022 NCC Transportation Operations Management Program (TOMP), changed from constrained to aspiration list during 2023 update to RTP.
NC02	Improve I-95 southbound off-ramp by widening and signalizing ramp right turn	RTP constrained	2050	DelDOT (if recommended by a study)	Listed in 2022 TOMP.
NC03	Tighten I-95 northbound off-ramp radius	Not in RTP	Not in RTP	DelDOT (if recommended by a study)	Listed in 2022 TOMP.
NC04	Rethink access management on Naamans Road and on Philadelphia Pike (e.g., new signals at the spine road intersections; improvements to signal spacing by converting Alcott Avenue to right-in, right-out)	RTP constrained	2024	DelDOT (if recommended by a study)	

¹ The “Status” column of this tables indicates whether projects in WILMAPCO’s RTP are on the RTP’s Financially Constrained Projects List or Aspiration Projects List. Financially constrained projects are expected to be funded based on current funding forecasts. For financially constrained projects, the “RTP in-service year” column lists the year that the project is expected to be in service. However, because this list is based on forecasted funding, it is not a precise schedule or guarantee of implementation. Aspiration projects are projects for which funding is not available based on current funding forecasts and priorities. However, the status of aspiration projects can change as a result of grant funding or changing priorities.

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Key map ID	Recommendation	Status	RTP in-service year	Responsible party	Notes
NC05	Reduce corner radii and improve crossings at Philadelphia Pike/Naamans Road intersection	RTP constrained	2030	DelDOT (if recommended by a study)	
NC06	<p>I-495 ramp improvements:</p> <ul style="list-style-type: none"> -Improve I-495 ramp terminal for crossing by people walking and riding bicycles (e.g., tighten radii and signalize northbound off ramp right turn) -Add ramp lanes to I-495 northbound ramp 	RTP constrained	2035	DelDOT (if recommended by a study)	RTP project ("I-495 ramp improvements including northbound lanes and pedestrian/bicycle access across") appears to include both these NCAMP recommendations.
NC07	Improve Ridge Road by changing free right turn from Naamans Road to a yield, and improving eastbound Ridge Road lane merge approaching Analine Village using signs and pavement markings	RTP constrained	2024	DelDOT (if recommended by a study)	
NC08	Improve Society Drive with an all way stop or a roundabout at the Northtowne Plaza driveway/bus stop crossing	RTP constrained. A four-way stop was installed in 2024.	2024	DelDOT	

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Key map ID	Recommendation	Status	RTP in-service year	Responsible party	Notes
NC09	Plan the East Coast Greenway alignment throughout project area as a two-way shared use path along south side of Philadelphia Pike, crossing under Northeast Corridor via existing tunnel and crossing over I-495 via pedestrian bridge from the old/current Claymont train station	RTP constrained, US 13 portion is in CTP, portion extending from US 13 near Naamans Road to Myrtle Avenue was constructed as part of Claymont Regional Transportation Center project	2035	DeIDOT	CTP project description for US 13 portion: "US 13: I-495 to PA Line / Bike and pedestrian and streetscape improvements along US 13/Philadelphia Pike to complete Delaware portion of East Coast Greenway." Note: Pedestrian bridge is temporarily closed in 2024 due to work associated with decommissioning the old Claymont train station and building a pathway between the pedestrian bridge and Myrtle Avenue.
NC10	Install a shared use path along the south side of Naamans Road, or investigate other sidewalk/shared use path combinations or other protected bike facilities for Naamans Road	RTP constrained, First State Crossing Parcel 1 project proposes a 5' sidewalk only	2030	DeIDOT and/or developer	
NC11	Improve the existing I-495 pedestrian bridge, and improve and light the path leading to Philadelphia Pike from the west	RTP constrained	2028	DeIDOT	Knollwood pedestrian bridge; the in-service year changed from 2024 during 2023 update to RTP.

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Key map ID	Recommendation	Status	RTP in-service year	Responsible party	Notes
NC12	Install a new I-495 pedestrian bridge next to Philadelphia Pike	RTP aspiration	Aspiration	DeIDOT	Changed from constrained to aspiration list during 2023 update to RTP.
NC13	Complete other sidewalk upgrades: Extend Myrtle Avenue sidewalk to proposed East Coast Greenway and path to new train station	Constructed as a shared use path as part of the Claymont Regional Transportation Center project	Not in RTP	DeIDOT	East Coast Greenway to new station is under construction.
NC14	Construct the Claymont Regional Transportation Center	Completed. The station opened on December 4, 2023.	2024	DeIDOT	Click here to view the DeIDOT project page.
NC15	Build industrial access road to future industry east of Northeast Corridor rail with new bridge over Naamans Creek	RTP aspiration	Aspiration	Developer	Potential emergency access-only route

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Key map ID	Recommendation	Status	RTP in-service year	Responsible party	Notes
NC16	Explore access to future residential/marina east of Northeast Corridor rail through adjacent Linde property	RTP constrained	2035	DelDOT, NCC, Developer	Potential emergency access-only route
NC17	Construct spine road connecting Naamans Road and Philadelphia Pike, with: a bridge over Naaman's Creek, one vehicle lane in each direction with parking on the east (development) side, turn lanes added approaching signals at Naamans Road and Philadelphia Pike, and a protected bicycle facility or shared use path	RTP aspiration	Aspiration	Developer	Changed from constrained to aspiration list during the 2023 update to RTP. The roadway is no longer feasible; however, a pedestrian/bicycle connector is still desired.
NC-AW	Ensure all new internal streets are complete streets	Ongoing	Not in RTP	NCC (during development review), developer	Internal streets are typically developer-funded.

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Key map ID	Recommendation	Status	RTP in-service year	Responsible party	Notes
NC-AW	Install street lighting, especially in neighborhoods and along Hickman Road	RTP constrained; however, would not be a CTP project	2028	Local elected officials via the Community Transportation Fund program, developer with coordination via NCC, and maintenance corporations/civic associations	The in-service year changed from 2024 during the 2023 update to RTP.
NC-AW	<p>Complete other sidewalk upgrades:</p> <ul style="list-style-type: none"> Extend sidewalk on Hickman Road 200 feet to Woodfield Drive for access to Tri-State Mall area development. Provide new access to redevelopment area from Analine Village by creating a multi-use path from Parkway Avenue to Woodfield Drive Connect the missing link of sidewalk on Darley Road along the frontage of Darley Plaza (out of study area) 	RTP constrained	2028	DelDOT and local elected officials via the Community Transportation Fund program	The in-service year changed from 2024 during the 2023 update to RTP.

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Key map ID	Recommendation	Status	RTP in-service year	Responsible party	Notes
N/A	Widen eastbound Naamans Road from three lanes to five lanes approaching the spine road (2 left turn, 2 through, 1 right turn)	No longer feasible/relevant	Aspiration		
N/A	Install new road connection from Alcott Avenue to spine road for left turn access to Knollwood	No longer feasible/relevant	Aspiration		
N/A	Enhance bus service to station and Tri-State Mall site	Ongoing	2024	DTC	See "DART Service Changes in Monitoring Area –April 2024" on page 34.
N/A	Continue connection to SEPTA bus services	Ongoing	2024	DTC	SEPTA Route 113 moved its bus stop from the old Claymont Station to the new CRTC.

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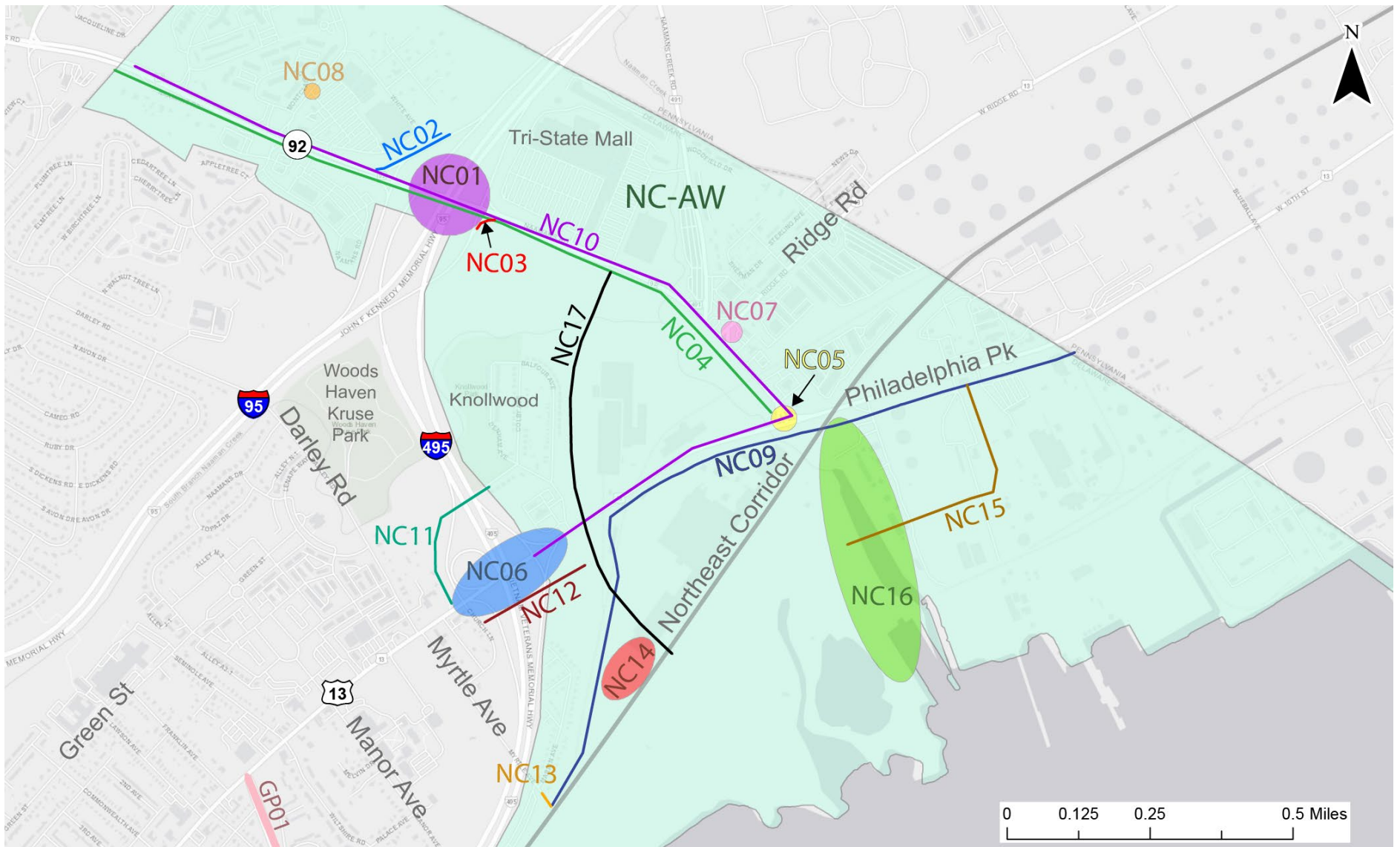


Figure 2. Key map of NCAMP transportation recommendations

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Table 2. Status of GPBCS Locally Preferred Alternative major components

Key map ID	Locally preferred alternative component	Status	RTP in-service year	Responsible party	Notes
GP01	Governor Printz Blvd low-stress bicycle and pedestrian facilities	Included in the FY25–30 CTP	2030	DeIDOT	CTP project title: “Governor Printz Boulevard Road Diet between US 13 at Philadelphia Pike and East 35th St.” Description from Draft FY25–30 CTP New Project Candidates map : “Lane width reduction northbound and southbound, reduce pavement section to provide 11’ lanes in each direction. Buffered multi-use paths and sidewalks to be added in both directions.”
GP02	Fox Point State Park low-stress bicycle/pedestrian connection	Edgemoor Rd portion is in the design phase, expected to be complete in 2025.	Not in RTP	DeIDOT, DNREC, developer	Click here to view the DeIDOT project page for the Edgemoor Rd portion.

Table 3. Other relevant CTP projects (not recommended in NCAMP or GPBCS but proposed in or near the monitoring area)

Project name	CTP description	Status	Source plan	Notes
Port Area Truck Parking Facility Near Wilmington	Implement recommendations of the <i>Port of Wilmington Truck Parking Study</i> . This study identifies potential truck parking areas outside of port property to help address truck idling concerns from surrounding communities, and free up some space at the seaport. Specific location is to be determined.	RTP Aspiration List; added to CTP in FY23	<i>Port of Wilmington Truck Parking Study</i> (2014)	Added to CTP in FY2023

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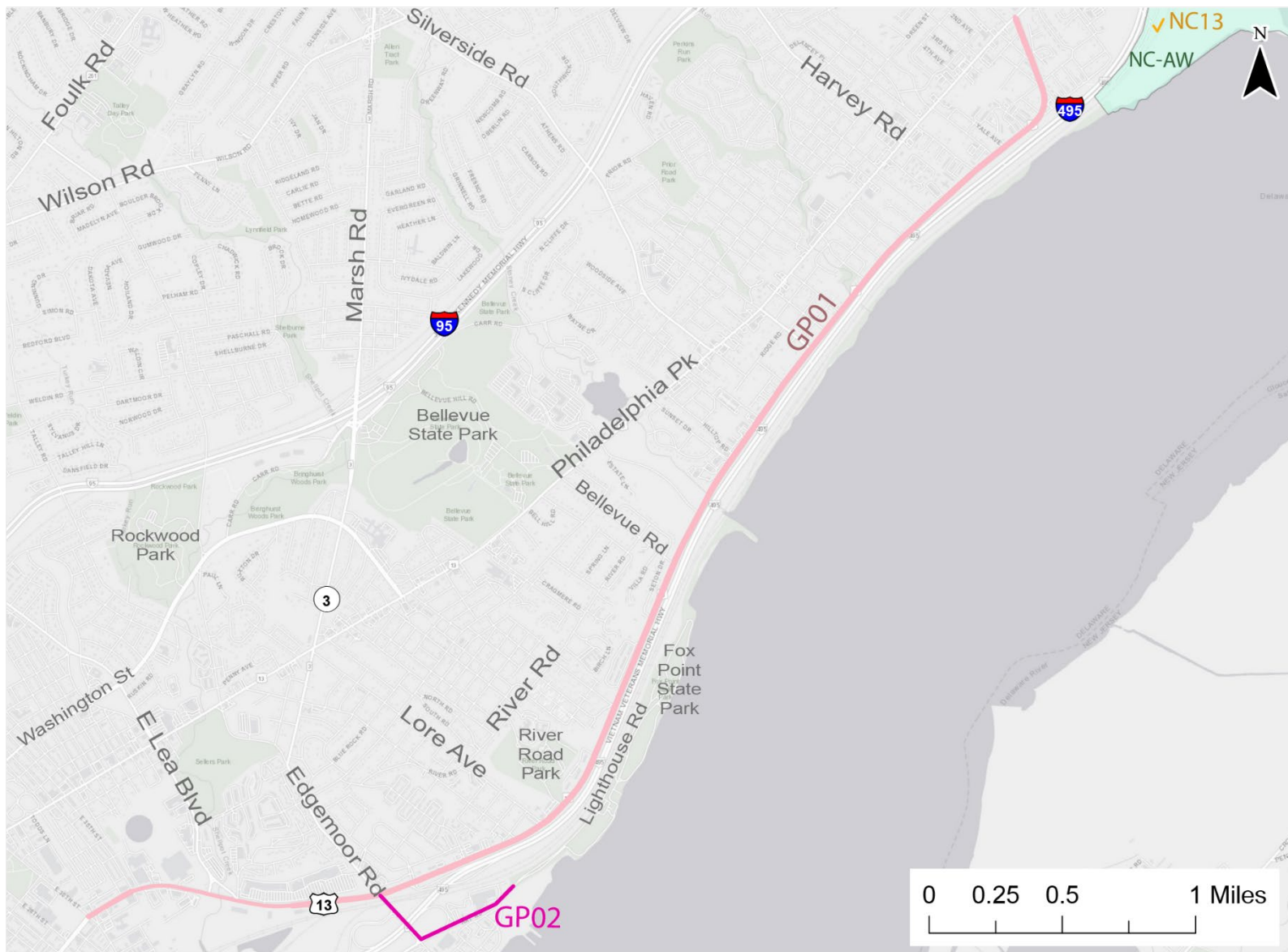





Figure 3. Key map of major components of GPBCS Locally Preferred Alternative

Land Use

HOW TO MONITOR		
 Metric	 Frequency	 Sources
Development status (compared to NCAMP)	Annual	<ul style="list-style-type: none"> • New Castle County Project Search • NCCDE GIS layer “Development Activity” • NCCDE GIS layer “Minor Plans” • Delaware FirstMap Layer “PLUS Project Areas”
Land use / land cover change	Every 5 years	<ul style="list-style-type: none"> • NCCDE GIS layer “Municipal Zoning- Download” (2022) • NCCDE GIS layer “Zoning- Download” (2022)

2024 Data Updates

Figure 4 depicts NCAMP’s existing land use map overlaid with the land uses of land development applications submitted or recorded during January 2018–April 2024. Development sites labeled with a black circle are active applications, while those labeled with a white circle have been recorded. Table 4 provides further details on the proposed development projects shown in Figure 4.

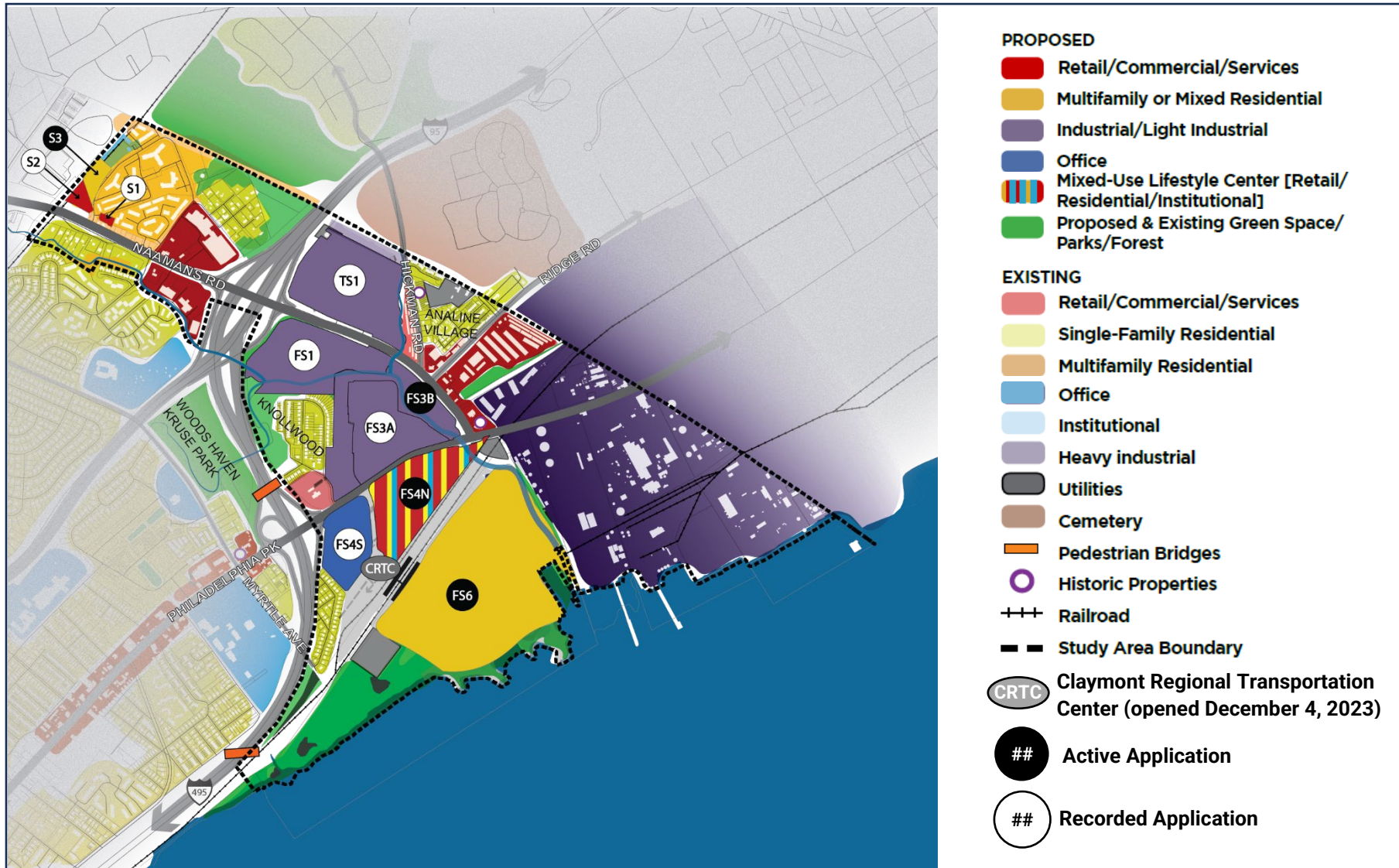


Figure 4. NCAMP existing land use map overlaid with land uses proposed since NCAMP completed (January 2018–April 2024)

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*Table 4. Land use applications submitted or recorded in the NCAMP area, January 2018–April 2024**

Key map ID	Name	Land Use	Application type	Status
FS1	First State Crossing – Parcel 1	Industrial/Light Industrial	Major land development	Recorded 11/15/2023
FS3A	First State Crossing – Parcel 3A	Industrial/Light Industrial	Minor land development	Recorded 9/30/2022
FS3B	First State Crossing – Parcel 3B	Industrial/Light Industrial	Minor land development	Active
FS4N	First State Crossing – Parcel 4N	Mixed Use (Retail/Office/Residential)	Major land development with rezoning and subdivision	Active
FS4N	First State Crossing – Parcel 4N	Mixed Use (Retail/Office/Residential)	Minor land development with subdivision	Recorded 12/15/2023
FS4S	First State Crossing – Parcel 4S	Office	Minor land development with title subdivision	Recorded 10/27/2023
FS6	First State Crossing – Site 6	Multifamily or Mixed Residential + Proposed Green Space/Parks	Major land development	Active
S1	727 Naamans Road	Retail	Minor land development with rezoning	Recorded 11/3/2021
S2	Society Drive Self Storage	Industrial/Light Industrial	Major land development with rezoning	Recorded 8/30/2023
S3	Society Drive Apartments	Multifamily or Mixed Residential	Major land development with rezoning	Active
TS1	Tri-State Mall	Industrial/Light Industrial	Minor land development	Recorded 12/1/2022

* Note: This list excludes applications that were solely for a minor subdivision, resubdivision, parking plan, or any combination thereof.

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Table 5 summarizes the total recorded development in the NCAMP/GPBCS monitoring area during the period January 2018–April 2024.

Table 5. Total recorded development in the NCAMP/GPBCS monitoring area, January 2018–April 2024

Development type recorded	2018	2019	2020	2021	2022	2023	2024 (to date)
Non-residential square footage	0	87,000	1,050	3,250	898,339	663,742	0
Dwelling units	0	0	9	0	64	60	0

See the appendix to this addendum for additional details on land use applications for locations in the NCAMP/GPBCS monitoring area that were submitted or recorded during January 2018–April 2024.

Other North Claymont Land Development Updates




The US EPA prepared a Statement of Basis to solicit public comments on their proposed clean-up/remedy of the Honeywell Delaware Valley Works Facility at 6300 Philadelphia Pike. The public comment period was open April 25–May 25, 2024. More information is available in the [EPA’s April 2024 Community Update Fact Sheet for the facility](#).

Online Interactive Map

See the online interactive map app for the following data:

- Delaware FirstMap layer “PLUS Project Areas”
- NCCDE GIS layer “Development Activity”
- NCCDE GIS layer “Minor Plans”
- 2022 NCCDE GIS layer “Municipal Zoning”
- 2022 NCCDE GIS layer “Zoning”

Crashes/Safety

HOW TO MONITOR		
 Metric	 Frequency	 Sources
Safety study priorities in or near the NCAMP/GPBCS monitoring area	Annual	<ul style="list-style-type: none"> • DelDOT Traffic
Crash frequency on roadways in the NCAMP area or on GPBCS corridors	Annual	<ul style="list-style-type: none"> • Delaware Open Data Portal Public Crash Data/Delaware FirstMap layer “Delaware Public Crash Data”
Intersections in the NCAMP area or on GPBCS corridors on the intersection crash ranking list	Annual	<ul style="list-style-type: none"> • Intersection crash rankings (WILMAPCO Congestion Management Process [CMP])

2024 Data Updates

Hazard Elimination Program Locations (HEP) in the Monitoring Area

No HEP locations have been announced in the monitoring area during the May 2023–April 2024 monitoring period.

Relevant Safety Studies Completed During the Monitoring Period

No safety studies relevant to the monitoring area were carried out during the May 2023–April 2024 monitoring period.

Crash Frequency in the NCAMP Area and on GPBCS Corridors

Table 6 provides the number of crashes that occurred in the NCAMP area, on the GPBCS corridors, and within 300' of intersections along the GPBCS corridors. The table excludes crashes that occurred on interstates unless they occurred on ramps within 300' of the non-interstate to which the ramp connects.

Figure 5 is a heat map of crashes that occurred during August 1, 2022–July 31, 2023.

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Table 6. Crashes in the NCAMP area or on GPBCS corridors, August 2019–July 2023

Crash type	8/1/2019– 7/31/2020	8/1/2020– 7/31/2021	8/1/2021– 7/31/2022	8/1/2022– 7/31/2023
All crashes	255	288	271	278
Resulted in fatality	0	1	1	0
Resulted in personal injury	38	54	44	44
Pedestrian involved	2	6	4	2
Bike involved	1	3	3	1

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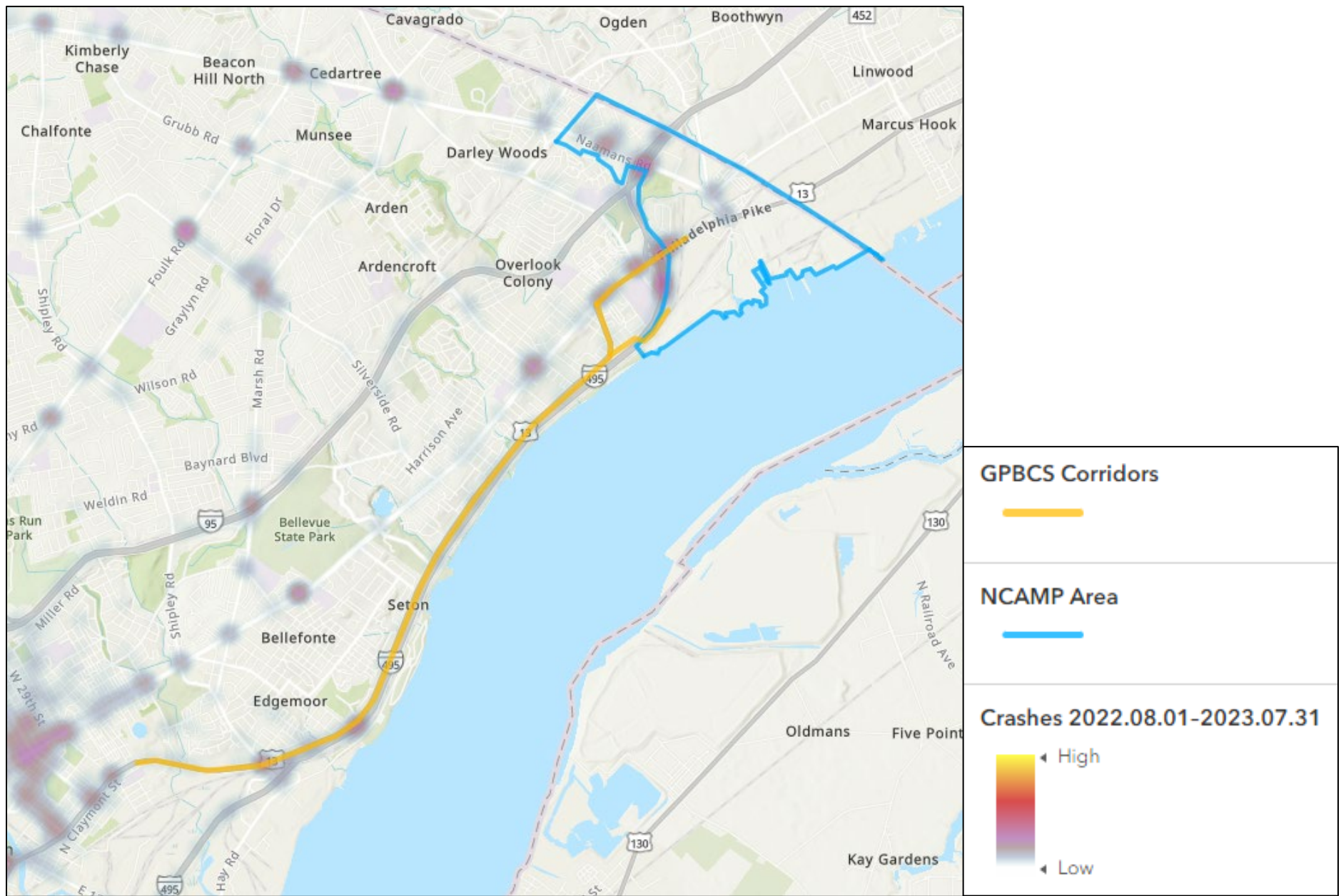


Figure 5. Heat map of crashes during August 1, 2022–July 31, 2023

Study Area Intersections on the Intersection Crash Ranking List

As shown in Table 7 and Figure 6, three intersections in the NCAMP area or on GPBCS corridors are on the 2020–2022 crash ranking list. The 2020–2022 list ranked 276 intersections across the state. A list of all New Castle County intersections on the 2020–2022 statewide list is available at http://www.wilmapco.org/CMP/Crash_Summary_20_22.pdf.

The intersection crash ranking lists includes only those intersections that average 10 or more crashes per year over three years. US 13 (Philadelphia Pk) & Alcott Avenue intersection met this criteria based on its 2019–21 crash data but not based on its 2020–22 data. Therefore, it was not included in the 2020–22 crash rankings list.

Table 7. Three-year average intersection crash rankings for ranked intersections in the NCAMP area or on GPBCS corridors

Intersection	2019–21 crash rank	2020–22 crash rank
SR 92 (Naamans Rd) & Society Dr / Peachtree Ln	92	89
Gov. Printz Blvd & Edgemoor Rd	175	110
US 13 (Philadelphia Pk) & Darley Rd / Myrtle Ave	196	179
US 13 (Philadelphia Pk) & Alcott Ave	273	Not Ranked

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Figure 6. Intersections on the 2020–2022 intersection crash ranking list, labeled by rank

Online Interactive Map

See the online interactive map app for the following data:

- Delaware FirstMap layer “Delaware Public Crash Data”
- Intersection Crash Rankings for the following periods:
 - 2019–2021
 - 2020–2022

Pedestrian/ Bicycle




HOW TO MONITOR		
 Metric	 Frequency	 Sources
Change in total length of sidewalks in the monitoring area	Every 3 years	DeIDOT ArcGIS feature service "DE_Multimodal_Pedestrian_Network_Model"
Change in total length of bicycle/walking trails and pathways in the monitoring area	Every 3 years	DeIDOT ArcGIS feature service "DE_Multimodal_Pedestrian_Network_Model"

2024 Data Updates

Monitoring metrics are updated every 3 years. Therefore, they were not updated during the 2024 monitoring period.

Transit

HOW TO MONITOR

 Metric	 Frequency	 Sources
Changes in ridership at DART bus stops in the NCAMP area or along the GPBCS corridors	Annual	DART annual ridership data
DART service changes relevant to the NCAMP area or the GPBCS corridors	Twice/year	DART service change press releases
Transit accessibility changes: <ul style="list-style-type: none"> Percentage of regional jobs accessible by transit Percentage of workers with access by transit 	Every 2 years (pending data updates)	<ul style="list-style-type: none"> WILMAPCO Transportation Justice Report EPA Access to Jobs and Workers Via Transit web map

2024 Data Updates

Bus Ridership and Bus Routes

Table 8 presents average summer weekday boardings for DART² bus stops in the NCAMP area or along the GPBCS corridor, for 2021–2023. Figure 7 and Figure 8 show the locations of the bus stops and bus routes as of April 2024.

Table 8. DART bus stops in NCAMP and GPBCS areas³: average summer weekday boardings

Stop ID / Key map ID	Stop name	Summer 2021	Summer 2022	Summer 2023
48	Claymont Station ⁴	41.76	32.36	19.23
155	Phila Pk @ Archmere Academy	4.77	5.81	5.46

² Note that SEPTA Bus Route 113 has stops at the CRTC and on Ridge Road, Naamans Road, and Society Drive in the monitoring area. SEPTA routes and stops may be viewed at <https://gis-septa.hub.arcgis.com/>.

³ Within the NCAMP area or along GPBCS corridors

⁴ This bus stop was eliminated in October 2023 so it is not shown in Figure 7. It was located at the old Claymont SEPTA station.

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Stop ID / Key map ID	Stop name	Summer 2021	Summer 2022	Summer 2023
158	Phila Pk @ Op Archmere Acad.	17.14	34.1	31.25
242	Gov Printz Blvd @ Op Paladin Dr	0.45	0.58	2.26
246	Gov Printz Blvd @ Paladin Dr	5.62	7.96	9.5
716	Phila Pk @ Gov Printz Blvd	1.36	1.38	0.97
718	Phila Pk @ Manor Ave	1.15	1.73	3.18
732	Naamans Rd @ Montclair Dr	1.62	83.07	39.02
735	Society Dr @ Bldg 2000	2.51	3.19	4.21
736	Society Dr @ Bldg 7000	2.11	2.57	2.94
737	Society Dr @ Shelter 2	7.21	8.35	12.42
738	Society Dr @ Op Northtowne Plaza	37.69	97.19	93.75
754	Phila Pk @ Seminole Ave	9.52	15.67	19.86
927	Gov Printz Blvd @ Del Olds	0.56	1.27	0.57
934	Gov Printz Blvd @ Lea Blvd	6.81	12.89	19.11
936	Gov Printz Blvd @ Pepsi Plant	2.09	2.87	2.91
937	Northeast Blvd @ 35th St	4.57	6.54	4.51
2220	Gov Printz Blvd @ Haines Ave (northbound)	0.49	0.46	0.6
2244	Gov Printz Blvd @ Haines Ave (southbound)	2.09	1.44	1.65
3466	Gov Printz Blvd @ Op Lea Blvd	0.25	0.64	0.79

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Stop ID / Key map ID	Stop name	Summer 2021	Summer 2022	Summer 2023
4142	Claymont Transportation Center ⁵	N/A	N/A	N/A

⁵ This bus stop was established in October 2023, so it is shown here and in Figure 7, but no summer boarding data was available at the time of writing. Boarding data for this stop will be provided for future monitoring periods.

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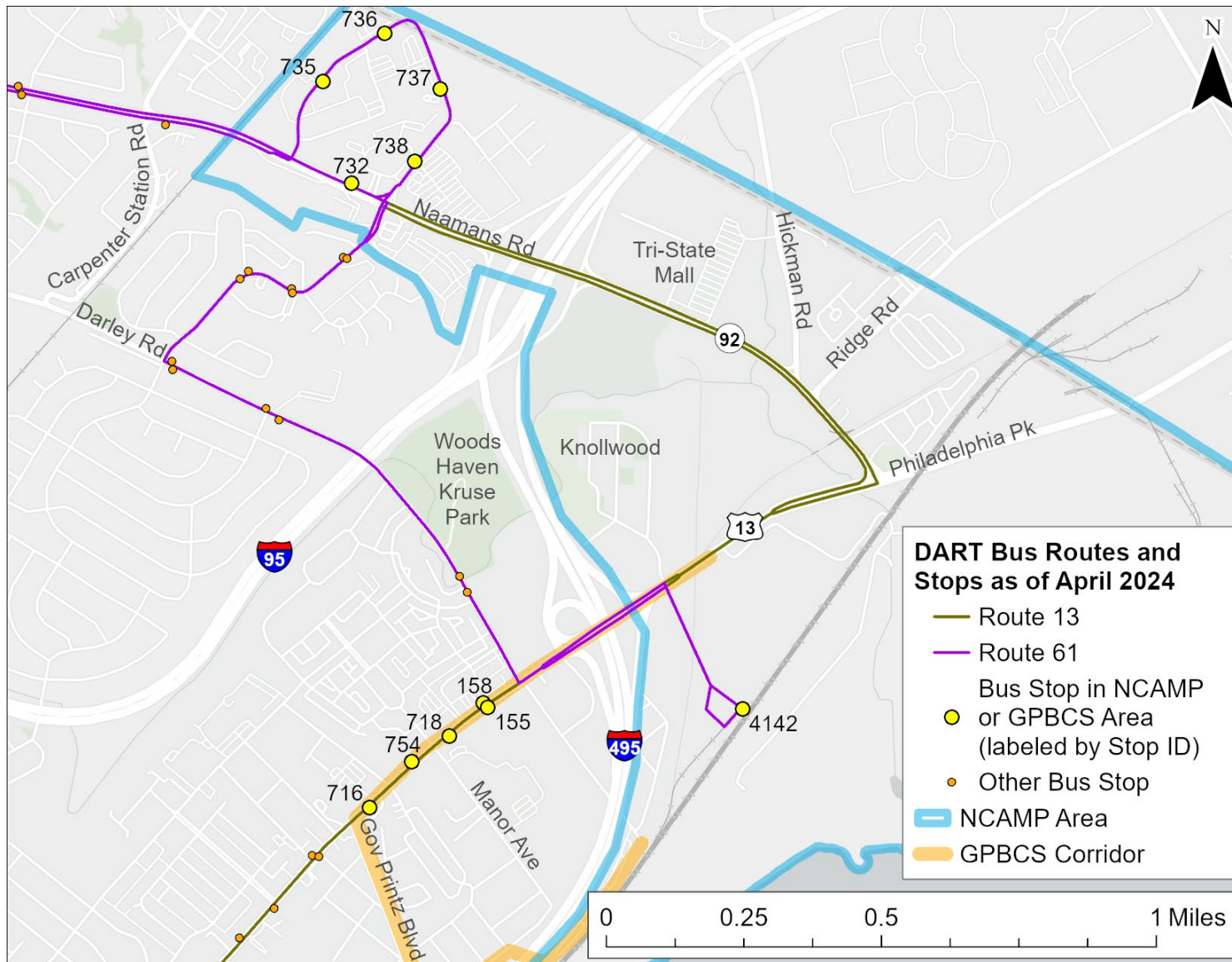


Figure 7. DART bus routes and stops as of April 2024, NCAMP/GPBCS area northern extent

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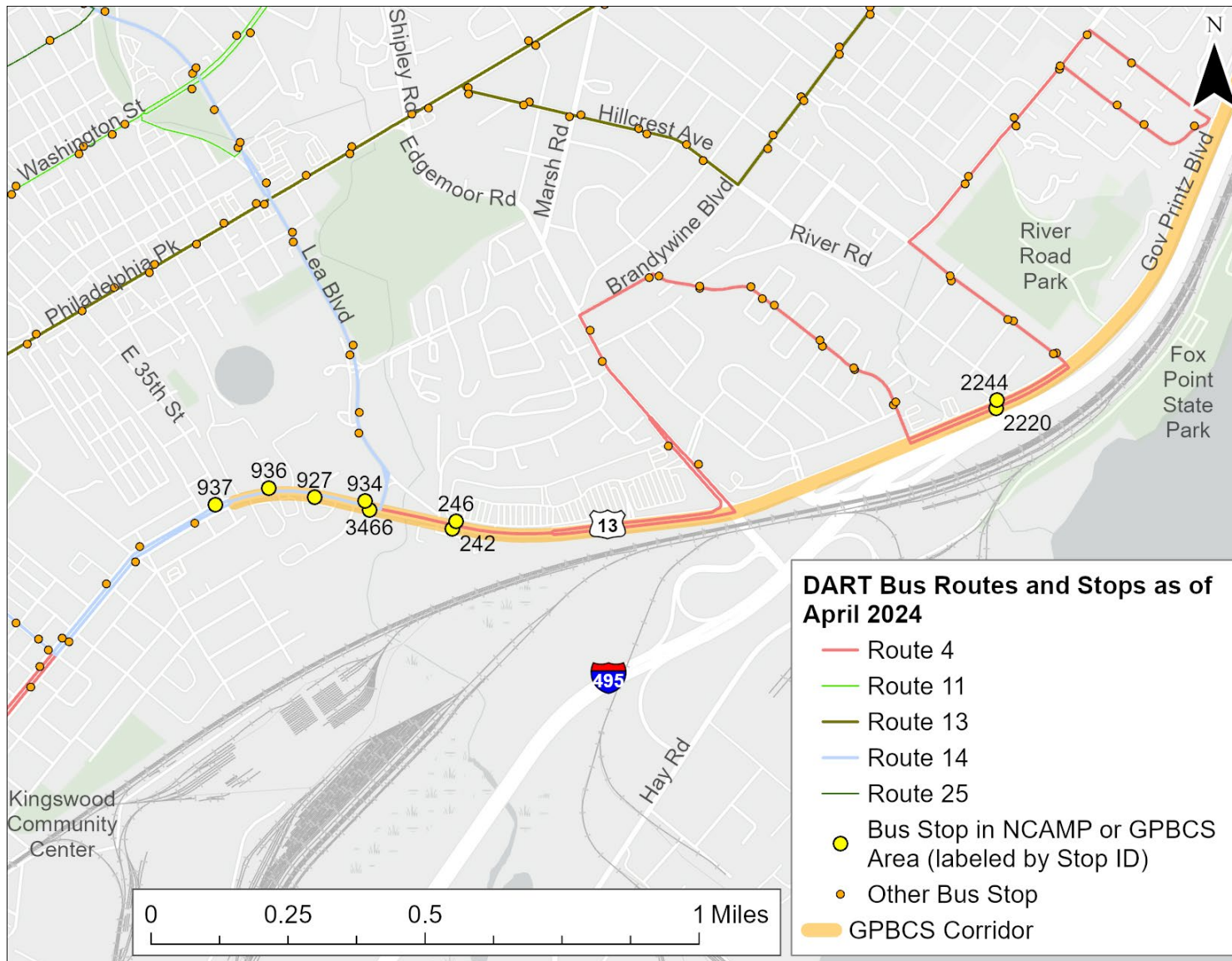


Figure 8. DART bus routes and stops as of April 2024, GPBCS area southern extent

DART Service Changes in Monitoring Area May 2023–April 2024

- May 2023 (changes originally proposed in September 2022):
 - Routes 13 and 31 were combined into a new Route 13.
 - Route 61 service was improved to operate hourly.
- October 2023:
 - Route 13 underwent schedule changes.
- December 2023 (changes announced in October 2023 but did not go into effect until Claymont Regional Transportation Center [CRTC] opened):
 - Route 61 bus stops on Myrtle Avenue and at the former Claymont Train Station were eliminated.
 - Routes 13 and 61 began to stop at the CRTC. This change was announced in October but did not go into effect until the CRTC opened in December.
 - SEPTA Route 113 began stopping at the CRTC. Its stop at Naamans Road and Society Drive was eliminated.

Other Transit Updates

DART's 2024 *DART Reimagined: Reshaping Transit Services to Meet the Needs of Today and Beyond* identified opportunities to reconfigure bus services to provide a more sustainable and equitable transit system in the future. Recommendations relevant to the NCAMP and GPBCS areas are as follows:

- Routes 4 & 13 to be part of the core bus network, which consists of routes that provide the most frequent bus service.
- 2025–26 recommendation: Route 14 to be replaced with revised Routes 15 and 28.
- 2027–28 recommendation: A portion of the North Claymont plan area is recommended to become a microtransit zone, where riders can book transit rides as needed. Trip origins and destinations must be within the same microtransit zone. The microtransit service will replace Route 61.

Online Interactive Map




See the online interactive map app for the following data:

- DART bus routes as of the following dates:
 - January 25, 2022
 - September 29, 2023
- DART 2018 bus stops in the NCAMP/GPBCS monitoring area, with May 2018 average weekday boardings

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- DART bus stops in the NCAMP/GPBCS monitoring area, with summer average weekday boardings for the following years:
 - 2021 (Note that bench and shelter information is from January 2022)
 - 2022
 - 2023

Traffic

HOW TO MONITOR		
 Metric	 Frequency	 Sources
AADT	Annual	Delaware FirstMap layer “Delaware Traffic Counts”
Congestion hotspots and travel time reliability indicators	Every 3–5 years	DelDOT’s New Castle County Transportation Operations Management Plan (TOMP) and WILMAPCO Congestion Management Process
AM/PM peak hour intersection LOS	Annual	<ul style="list-style-type: none"> • WILMAPCO annual turning movement counts • StreetLight Data • DelDOT Transportation Management Center
Peak hour counts of heavy trucks at intersections	Annual	WILMAPCO annual turning movement counts
Changes in first/final-mile freight network (and related freight system data)	When updated data is released	Delaware Freight Planning GIS data: https://mangomap.com/wilmapco/maps/120164/delaware-freight-plan-existing-conditions#

2024 Data Updates

Average Annual Daily Traffic (AADT)

No updates in the 2024 monitoring period.

Congestion Hotspots and Travel Time Reliability Indicators

No updates in the 2024 monitoring period.

AM/PM Peak Hour Intersection LOS

Table 9 presents AM/PM peak hour Levels of Service (LOS) for select intersections in the NCAMP area and along the GPBCS corridors. Figure 9 shows the locations of the select intersections.

LOS was calculated using Synchro. 2023 LOS calculations are based on two data sources:

- StreetLight Data's⁶ Turning Movement Count Analysis estimates for the periods 9/6/2022–10/31/2022 and 3/15/2023–5/15/2023
- Turning movement counts conducted on Wednesday, October 11, 2023

At one intersection (UN226, Gov. Printz Boulevard & Holly Oak Road), the LOS jumped more than one letter grade (from A to C) from 2021 to 2023. The LOS calculations for this intersection are based only on turning movements from the stop-controlled approach, Holly Oak Road. The difference in the LOS between the two years appears to be due to a significant increase in left turns from Holly Oak Road: 6 left turns were recorded during the November 3, 2021, count while 80 left turns were recorded during the 2023 count. A specific reason for this disparity could not be determined. However, since both counts were single-day counts, the difference may represent fluctuations on those days rather than a trend over time.

⁶ StreetLight Data is a transportation analysis application that uses Big Data. Note that LOS based on StreetLight estimates may differ from LOS based on as single-day count in the same timeframe. The StreetLight turning movement count estimates may more accurately reflect trends over time compared to the single-day counts, which may represent single-day fluctuations.

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Table 9. Weekday AM/PM peak hour LOS for select intersections in the NCAMP and GPBCS areas (calculated using Synchro)

ID	Location	AM peak hour LOS (seconds delay)				PM peak hour LOS (seconds delay)			
		2019	2021	2023	3/2024	2019	2021	2023	3/2024
N116	SR 92 (Naamans Road) & Philadelphia Pike		C (32.7)	C (23.9) [†]			C (29.6)	C (23.9) [†]	
N117	Philadelphia Pike & Darley Road - Myrtle Avenue		C (29.9)	C (27.4) [†]	C (22.6)		C (31)	C (32.5) [†]	C (24.8)
N118	Philadelphia Pike & Gov. Printz Boulevard	B (10)	B (18.5)	B (15.5) [†]	B (16.3)	B (15)	B (17.2)	B (17.4) [†]	B (15.5)
N132	US 13 & I-495 NB Ramps		C (23.1)	B (13.8) [†]	B (10)		C (22.6)	B (13) [†]	B (13.2)
N145	SR 92 (Naamans Road) & Ridge Road		B (14.4)	A (9.8) [†]			B (19.3)	C (21.5) [†]	
N299	US 13 & Alcott Avenue		A (5.8)	A (9.4)			A (5.9)	A (9.5)	
N326	SR 92 (Naamans Road) & Society Drive - Peachtree Lane		C (29.2)	C (27.2) [†]			C (33.4)	C (30.3) [†]	
N334	Gov. Printz Boulevard & Stuyvesant Drive - I-495 Ramps	C (27)	B (15.1)	B (16.3)		B (14)	B (19.4)	B (19.8)	
N335	SR 92 (Naamans Road) & I-95 NB Ramps		C (27)	C (24) [†]			C (31.6)	D (35.8) [†]	
N336	SR 92 (Naamans Road) & I-95 SB Ramps		A (7.9)	A (3.2) [†]			A (8.4)	A (7.1) [†]	
N484	Gov. Printz Boulevard & Edgemoor Road	D (38)	D (36.6)	D (36.3)		D (48)	D (39.6)	C (33.6)	
UN2 22	Gov. Printz Boulevard & Cauffiel Parkway [‡]		B (10.8)	B (10.9)			B (11.3)	B (12.6)	
UN2 26	Gov. Printz Boulevard & Holly Oak Road [‡]		B (10)	A (9.9)			A (9.8)	C (16.5)	
[†] Values are based on StreetLight Data's Turning Movement Count Analysis estimates from 9/6/2022–10/31/2022 and 3/15/2023–5/15/2023, rather than on a single-day turning movement count. [‡] Delay is for the stop-controlled approach only. Other approaches are not stop-controlled.									

Heavy Truck Traffic Percentages

Table 10 presents heavy truck traffic as a percentage of overall traffic at select intersections in the NCAMP area or along the GPBCS corridors. These percentages are from the same October 2023 turning movement counts used to calculate the LOS presented in Table 9. Figure 9 shows the locations of the select intersections.

Note that there is no strict definition of heavy trucks. The term generally refers to articulated trucks with three or more axles. It includes trucks in FHWA Class 7 and above but may also include some in Class 6. Additionally, during a traffic count, it is sometimes difficult to determine whether to classify a vehicle as a heavy truck.

Table 10. Weekday AM/PM peak hour heavy truck traffic percentages for select intersections in the NCAMP and GPBCS areas (approx.)

ID	Location	AM peak hour				PM peak hour			
		2019	2021	2023	3/2024	2019	2021	2023	3/2024
N116	SR 92 (Naamans Road) & Philadelphia Pike		13%				2%		
N117	Philadelphia Pike & Darley Road - Myrtle Avenue		4%		3%		1%		0.4%
N118	Philadelphia Pike & Gov. Printz Boulevard	3%	3%		3%	1%	1%		0.4%
N132	US 13 & I-495 NB Ramps		11%	9%	8%		3%	3%	2%
N145	SR 92 (Naamans Road) & Ridge Road		10%				2%		
N299	US 13 & Alcott Avenue		13%	13%			3%	5%	
N326	SR 92 (Naamans Road) & Society Drive - Peachtree Lane		5%				2%		
N334	Gov. Printz Boulevard & Stuyvesant Drive - I-495 Ramps	4%	4%	6%		2%	3%	3%	
N335	SR 92 (Naamans Road) & I-95 NB Ramps		7%				3%		
N336	SR 92 (Naamans Road) & I-95 SB Ramps		5%				2%		
N484	Gov. Printz Boulevard & Edgemoor Road	4%	6%	7%		3%	2%	3%	
UN222	Gov. Printz Boulevard & Cauffiel Parkway		5%	6%			3%	4%	
UN226	Gov. Printz Boulevard & Holly Oak Road		4%	5%			4%	4%	

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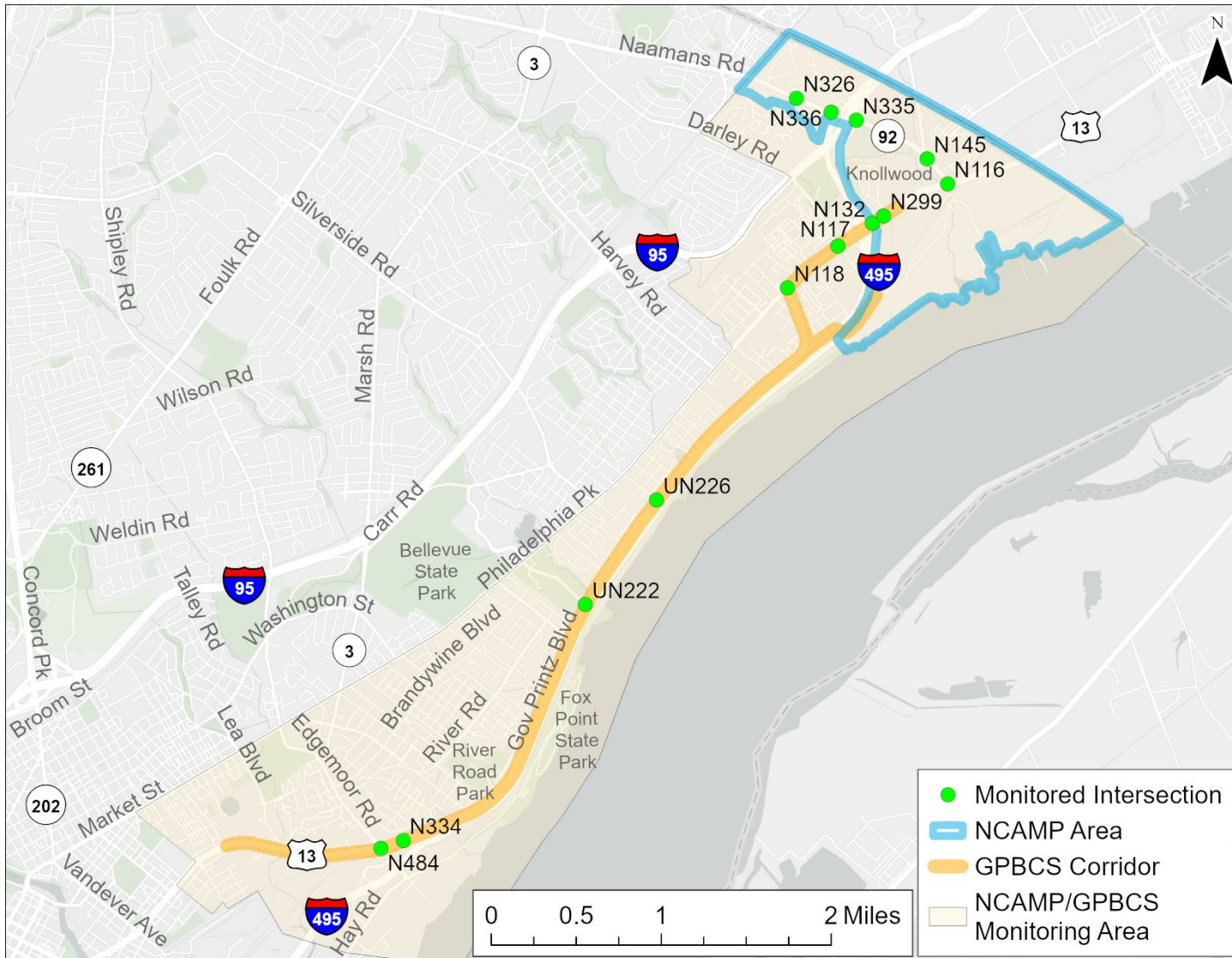





Figure 9. Key map of intersections in the NCAMP and GPBCS areas for which traffic conditions are monitored

Online Interactive Map

See the online interactive map app for the following data:

- Delaware FirstMap layer “Delaware Traffic Counts”
- AM/PM intersection LOS of monitoring area intersections for the following years:
 - 2021
 - 2023
- AM peak hour percent heavy truck traffic at monitoring area intersections for the following years:
 - 2021
 - 2023 (for 6 of the 13 intersections)
- Delaware first/final mile freight network (2022 *Delaware State Freight Plan*)

Demographics

HOW TO MONITOR		
 Metric	 Frequency	 Sources
Population by census block group	Every 5 years	US Census Bureau ACS or Decennial Census
Population density by census block group	Every 5 years	EJ Screen Tool or Esri Living Atlas
Poverty rate by census block group	Every 5 years	US Census Bureau ACS
Race and Hispanic origin by census block group	Every 5 years	US Census Bureau ACS or Decennial Census
Environmental Justice (EJ) and Mobility-Challenged communities	Every 5 years	WILMAPCO
2050 population projections by Traffic Analysis Zone (TAZ)	Every 5 years	Delaware Population Consortium/ WILMAPCO
2050 employment projections by TAZ	Every 5 years	Delaware Population Consortium/ WILMAPCO

2024 Data Updates

Monitoring metrics are updated every 5 years. Therefore, they were not updated during the 2024 monitoring period.

Air Quality

During the inaugural monitoring period, stakeholders suggested monitoring air quality to help support broad quality-of-life goals as the area changes and redevelopment occurs.

There are publicly available air quality data sources that allow people to monitor changes over time. Two such sources are:

- [www.PurpleAir.com](https://www.purpleair.com/): This online interactive map and graph provides data for several air pollutants. The data is measured by local sensors and updated every 10 minutes. Figure 10 and Figure 11 show examples of Claymont-specific data available on PurpleAir.com.
- [EPA EJScreen](https://www.epa.gov/ejscreen/): This interactive map provides data on numerous air pollutants and other environmental data. Data is available at the Census block group level. The tool is updated at least annually.

In general, air quality is a product of environmental conditions and factors at a range of scales. The two data sources listed above may support general tracking of impact or potential impact in relation to other metrics in this report. However, more detailed analysis and expertise by environmental professionals, such as DNREC's Division of Air Quality, is advised for a more in-depth understanding.

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Figure 10. Screenshot from PurpleAir.com showing the Claymont Area, with AQI measures for PM2.5 taken at two local sensors

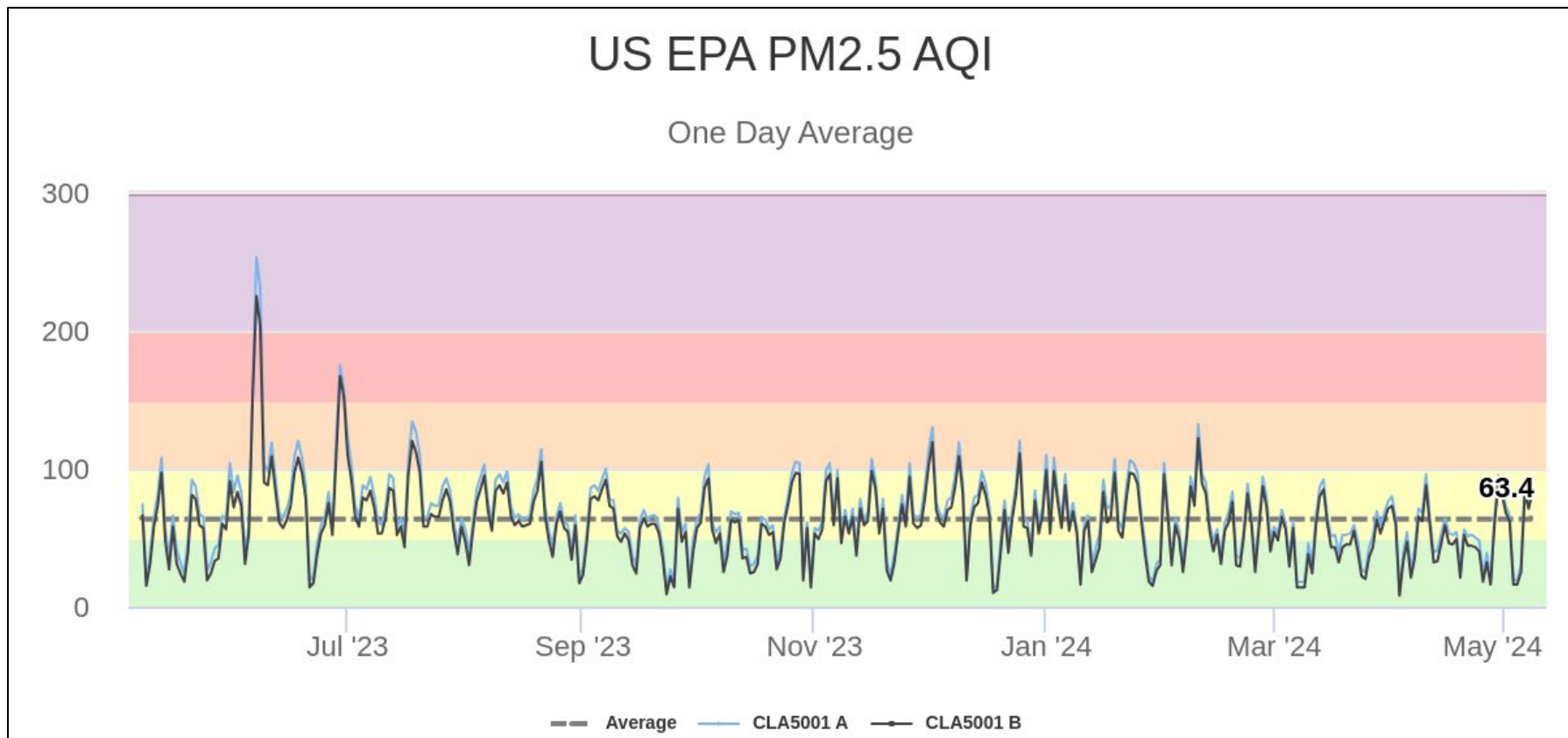


Figure 11. PurpleAir.com one-year chart of one-day PM2.5 AQI averages based on measures at the North Claymont sensor

Appendix: Additional Land Use Application Data

The following table provides information on land use applications submitted in the NCAMP/GPBCS monitoring area from January 2018 to April 2024. Figure 12 and Figure 13 below are key maps corresponding to the leftmost column in Table 11.

Note: Table 11 excludes applications that were solely for a minor subdivision, resubdivision, parking plan, or any combination thereof.

Table 11. Land development applications in the NCAMP/GPBCS monitoring area, submitted or recorded January 2018–April 2024

Key map ID	Project name (linked to NCC Project Details page)	Application type	Project description (from NCC Project Details page)	Status	DUs	Non-residential sq. ft.	TIS/TOA	Developer Agrmts.	Notes
C1	3512, 3518, 3520, 3526 Philadelphia Pike & 7 Manor Avenue	Minor land development	Southeasterly corner of Philadelphia Pike and Manor Avenue. Show existing facilities and proposed modifications in two phases consisting of combining parcels, demolishing existing structures, construct new retail/restaurant/apartment building with associates improvements. HT and CN Zoning.	Active, received 9/29/2023	19	9,156			Claymont Steak Shop building

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Key map ID	Project name (linked to NCC Project Details page)	Application type	Project description (from NCC Project Details page)	Status	DUs	Non-residential sq. ft.	TIS/TOA	Developer Agrmts.	Notes
CE1	Claymont Elementary School	Minor land development	West side of Green Street, approximately 2900 feet south of Darley Road. Subdivide property into two lots, construct 1050 s.f. building additions to existing school, remove existing building, and reconfigure park and play areas. S Zoning.	Recorded 12/7/2020		1,050		LDIA	Originally recorded 7/3/2018, record plan modification recorded 12/7/2020
EG1	Edge at Greentree	Minor land development	East side of Peachtree Road, 766 feet north of Darley Road. Construction of nine new apartment units within existing buildings on the site. No new GFA. NCap Zoning.	Recorded 6/3/2020, Certificate of Occupancy issued 8/12/2021	9				No new GFA
EG2	Edge at Greentree-Phase 2	Minor land development	East side of Peachtree Road, north side of Cedartree Lane. Construct nine apartment units within existing buildings and associated improvements. NCAP Zoning.	Expired 11/23/2023					No new GFA

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Key map ID	Project name (linked to NCC Project Details page)	Application type	Project description (from NCC Project Details page)	Status	DUs	Non-residential sq. ft.	TIS/TOA	Developer Agrmts.	Notes
EI1	Edgemoor Port Facility	Minor land development	East side of Hay Road, north and south of the Edgemoor Road intersection. Construct a 250,000 s.f. warehouse, 48,900 s.f. office, 3600 s.f. building OCR, 56,057 s.f. building canopies, railyard, container port and associated improvements on T.P. 06-153.00-006 and 15,000 s.f. administrative office on TP 06-153.00-003. HI Zoning.	Under development, not subject to county development review.		373,557	1 st TOA accepted 6/22/21, 2 nd TOA accepted 9/28/23		<p>11/7/2023 letter from NCC Land Use General Manager to applicant's counsel (link) confirms that the development project is not subject to local land use regulation.</p> <p>In November 2023, the port project received a \$50 million grant from the USDOT (link).</p> <p>In May 2024, the project received \$195 million from the state (link).</p>
EI2	Hay Rd	Site plan	East side of I495, west side of Hay Road. to add 163,149 sf of paving for outdoor storage. HI Zoning.	Recorded 6/21/2021					

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Key map ID	Project name (linked to NCC Project Details page)	Application type	Project description (from NCC Project Details page)	Status	DUs	Non-residential sq. ft.	TIS/TOA	Developer Agrmts.	Notes
EI3	100 Amer Road - RMR Recycle	Site plan	Terminus of Amer Road. Document recycling and associated lease areas to verify the industry is a permitted light industry use in a heavy industry zoning district. HI Zoning.	Complete, received 11/21/2022					
EI4	120 Hay Road	Subdivision	North side of Hay Road, south of Norfolk Southern Railroad, 150 east of Exit 4 of I-495. Redevelopment Plan to construct an 8,000 SF warehouse with an attached 2,000 SF office space with associated parking and site improvements. HI Zoning.	Active, received 1/25/2024		10,000			Demolition permit for demolition of shingle manufacturing facility to slab issued 8/3/2021 (link), demolition complete No documents posted as of 4/2/2024
EP1	Edgemoor Gardens Park	Site plan	South side of Rysing Drive, directly across from River Road. Create a park including a playground, basketball court, small soccer field, pavilion, and paved path. NCTH Zoning.	Recorded 6/21/2018					

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Key map ID	Project name (linked to NCC Project Details page)	Application type	Project description (from NCC Project Details page)	Status	DUs	Non-residential sq. ft.	TIS/TOA	Developer Agrmts.	Notes
ER1	SLD Suez-Edgemoor Reservoir Tank	Site plan	North side of Governor Printz Boulevard, 940 feet west of E. Lea Boulevard. Construct a 110 foot diameter, ground supported water storage tank and related improvements. I and CR Zoning.	Recorded 7/11/2019					
FS1	First State Crossing – Parcel 1	Major land development	South side of Naamans Road, 1,300 feet west of Hickman Road. Construction of 300,112 s.f. of warehouse space, establish cross access easement and dedicate right-of-way. I Zoning.	Recorded 11/15/2023, site work permit issued 9/12/2023		300,112	*	LDIA	
FS3A	First State Crossing – Parcel 3A	Minor land development	Southwesterly corner of Philadelphia Pike and Naamans Road. Document 363,726 s.f. of demolished GFA. Create a 28.177-acre Parcel 3A and construct a 358,400 square feet to GFA and associated improvements. HI Zoning.	Recorded 9/30/2022, building permit issued 3/28/2023		358,317	*	traffic signal installation and maintenance agreement, LDIA	

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Key map ID	Project name (linked to NCC Project Details page)	Application type	Project description (from NCC Project Details page)	Status	DUs	Non-residential sq. ft.	TIS/TOA	Developer Agrmts.	Notes
FS3B	First State Crossing – Parcel 3B	Minor land development	Northwesterly corner of Philadelphia Pike and Naamans Road. Construct 100,905 s.f. of gross floor area and associated improvements. HI Zoning.	Active, received 10/19/2022		100,905	*		No documents posted as of 4/2/2024
FS4N	First State Crossing – Parcel 4N	Major land development with rezoning and subdivision	South side of Philadelphia Pike, 1,000 feet west of Naamans Road. Implement redevelopment plan to construct a mixed use development with 593,800 sf gross floor area and associated improvements by subdividing property into six parcels and dedicate 2,557 s.f. of right of way. Rezone from HI to CR.	Active, received 6/29/2020	340	214,265	*		Multi-family units; Non-residential square footage includes proposed Retail 1 on Parcel 4NA

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Key map ID	Project name (linked to NCC Project Details page)	Application type	Project description (from NCC Project Details page)	Status	DUs	Non-residential sq. ft.	TIS/TOA	Developer Agrmts.	Notes
FS4N	First State Crossing – Parcel 4NA	Minor land development with subdivision	South side of Philadelphia Pike, 1000 feet west of Naamans Road. Subdivide tax parcel into two separate parcels, establish cross access easement, and document 629,617 square feet of demolished GFA: 273,630 s.f. applied to App. 2019-0697; 355,987 s.f. remains towards redevelopment of this parcel. No construction or land disturbance proposed by this plan. HI Zoning.	Recorded 12/15/2023			*		

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Key map ID	Project name (linked to NCC Project Details page)	Application type	Project description (from NCC Project Details page)	Status	DUs	Non-residential sq. ft.	TIS/TOA	Developer Agrmts.	Notes
FS4S	First State Crossing – Parcel 4S	Minor land development with title subdivision	South side of Philadelphia Pike, approximate 2,000 feet southwest of Naamans Road. Document 629,617 s.f. of demolished gross floor area to create a minor land development plan for a 273,630 s.f. building, depict phasing and associated site improvement and do a Title Subdivision. HI Zoning.	Recorded 10/27/2023		273,630	*	LDIA	

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FS6	First State Crossing – Site 6	Major land development	East side of Amtrak rail, east of the Transit Center Drive terminus, and 650 feet east of Philadelphia Pike. Construct a subdivision consisting of 926 dwelling units. HI to ST Zoning.	Active, received 8/1/2021	926				<p>No review letters posted as of 4/2/2024.</p> <p>A portion of the site may be developed as a public riverfront park. In 2021, UD Coastal Resilience Design Studio prepared a conceptual plan (link) for the park.</p> <p>In 2023, Claymont Community Coalition received \$2.5 million to help develop the park (link, link).</p> <p>WILMAPCO, Commercial Development Company (property owner) and UD Grant Assistance Program are having conversations about securing additional grant funding.</p>
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2024 Monitoring Addendum: North Claymont and Governor Printz Boulevard Area

Key map ID	Project name (linked to NCC Project Details page)	Application type	Project description (from NCC Project Details page)	Status	DUs	Non-residential sq. ft.	TIS/TOA	Developer Agrmts.	Notes
MS1	Merchants Square	Minor land development	North side of Governor Printz Boulevard, east of Paladin Drive, west of Edgemoor Road. Remove 199,150 s.f. of existing buildings and redevelop property with 87,000 s.f. of commercial buildings and associated improvements. CR Zoning.	Recorded 6/10/2019, demolition permit issued 11/22/2023		87,000			
MS2	Merchants Square South	Minor land development	South side of Governor Printz Boulevard, east of Paladin Drive, west of Edgemoor Road. Construct a 9,900 s.f. retail building and a 8,800 s.f. retail building for a total of 18,700 s.f. and associated site improvements. CR Zoning.	Expired 10/7/2022			TOA requested		

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Key map ID	Project name (linked to NCC Project Details page)	Application type	Project description (from NCC Project Details page)	Status	DUs	Non-residential sq. ft.	TIS/TOA	Developer Agrmts.	Notes
P1	Village Park at Paladin	Major land development	Western End of Brandywine Boulevard, 400 feet west of Edgemoor Road. Reconfigure lot lines to construct 30 apartments and 9 garages on previous Parcel 2, construct 34 apartments on Parcel 3, remove existing house and construct 6 apartments on Parcel 4. NCap Zoning.	Recorded 3/10/2022, site work permit issued 7/28/2022	64				
P2	Carolyn Center	Major land development	West side of Paladin Drive, 360 feet south of Eastview Lane. Construct four apartment buildings (60 units) and one community building and associated improvements. NCap Zoning.	Active, received 5/15/2023	60		TIS not required		

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Key map ID	Project name (linked to NCC Project Details page)	Application type	Project description (from NCC Project Details page)	Status	DUs	Non-residential sq. ft.	TIS/TOA	Developer Agrmts.	Notes
PAL	Police Athletic League of Wilmington	Major land development	East side of E. 37th Street, 200 feet south of Route 13. Consolidate tax parcels and construct two new buildings totaling 35,850 s.f. of gross floor area, a basketball court, and other associated improvements.	Active, received 1/17/2023		35,850			
S1	727 Naamans Road	Minor land development w/ rezoning	Rezone property to CN construct a 3,250 s.f. retail building. NC21 to CN Zoning.	Recorded 11/3/2021		3,250	TIS not required		
S2	Society Drive Self Storage	Major land development w/ rezoning	Rezoning property from ON to CR to construct a 4-story, 90,000 s.f. self-storage building and associated improvements. ON Zoning.	Recorded 8/30/2023		90,000	TIS not required		
S3	Society Drive Apartments	Major land development w/ rezoning	Rezone site from ON to ST and construct a seven-story 116,190 s.f. apartment building (84 units) and associated site improvements. ON Zoning.	Active, received 10/24/2022	84				No review letters posted as of 4/2/2024

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Key map ID	Project name (linked to NCC Project Details page)	Application type	Project description (from NCC Project Details page)	Status	DUs	Non-residential sq. ft.	TIS/TOA	Developer Agrmts.	Notes
TS1	Tri-State Mall	Minor land development	Demolish existing shopping center to construct a 525,000 s.f. warehouse and 15,022 s.f. retail building with site improvement and create a two lot title subdivision. CR Zoning.	Recorded 12/1/2022, demolition permits issued 2/23/2023, building permits issued 4/5/2023		540,022		LDIA	

*TIS Addendum #1 accepted 9/14/2021, Addendum #2 accepted 7/5/2023

Key Maps Corresponding to Table 11

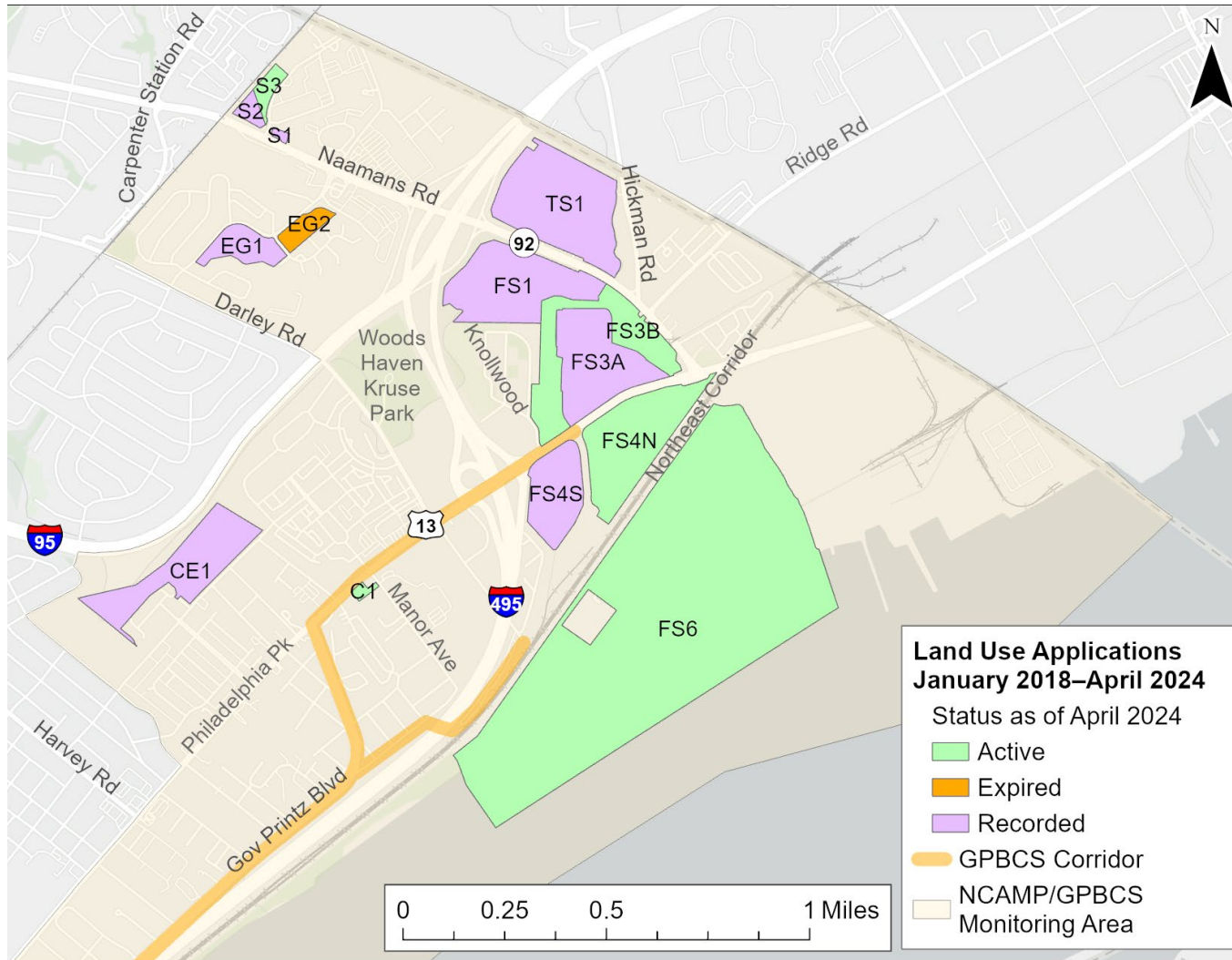


Figure 12. Key map of land use applications submitted or recorded January 2018–April 2024 for locations in NCAMP/GPBCS monitoring area northern extent

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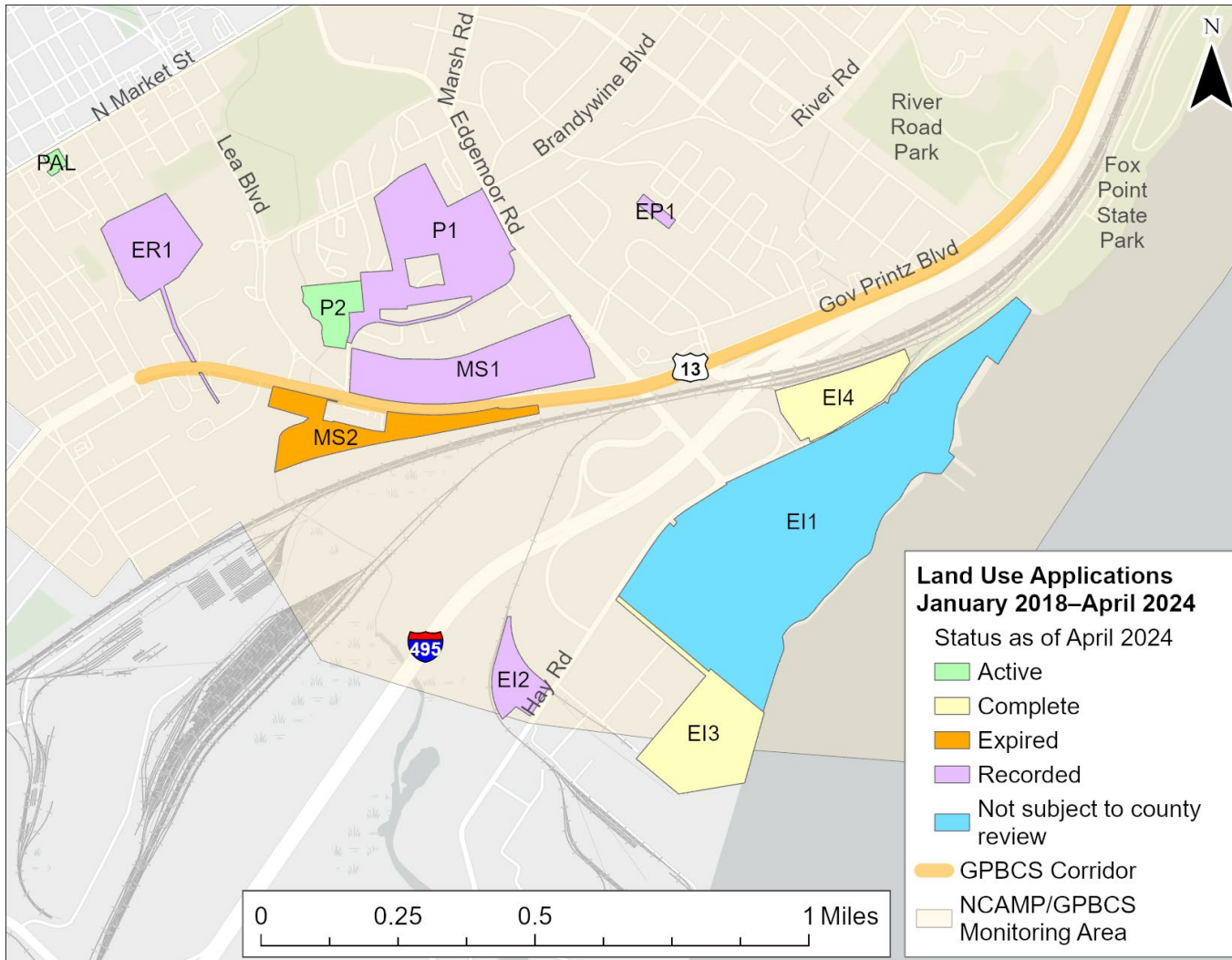


Figure 13. Key map of land use applications submitted or recorded January 2018–April 2024 for locations in NCAMP/GPBCS monitoring area southern extent